Roy Shaw 08-387 1347

Only went to school in the summertime. We learned the hard way; my brother and I took care of the ranch. We used to go to Duncans Mills and watch the boxcars and go in them to see if there was grain there, get some wheat or corn out of them. Mother would clean it and make porridge.

Gould eggs, chickens, prunes, apples. Feed to ranchers, chicken feed, cow feed came in sacks. Pick up cans of milk but no dairy products. If the grocer at Hessel had something special, we'd pick it up. On rolling stock—boxcars and stock cars had sheep and hogs. I remember that in 1924 when they stopped doing that because trucks came in.

I was a brakeman on the switch crew. Frank Holbert, Jay Mitchum was conductors and Casey Jones was the engineer. His name was Clarence, but we called him Casey. I went to work at 6am (Northwestern Pacific had some trouble one time and we had no cars for several days) so that morning we had put on an interchange 46 cars of feed, oil, empty refrigerator cars. In those days the conductor and brakeman would look at the seals that they hadn't been broken, so this day I went down by the icehouse. Jay hadn't showed up, so I phoned my trainmaster in Sebastopol, said I don't have a conductor. Well he said, "you're the conductor",

"No, I'm not, I'm a brakeman". "No, you're the conductor!" (He didn't have an extra conductor at the time, and they had taken Jay to the hospital in San Francisco, he'd had a heart attack and he passed on).

"Just go ahead and start switching cars, take to the different places you know them".

"I know nothing of the bookwork, I can't do that".

"Just go to the interchange and switch them over, I'll send down Gary Graham." He was the manager. Worked 15 hours when they switched me to conductor.

Wages – we were paid monthly. I started at 48½ cents up to 52 ½ cents an hour. Went up to 57 cents the 72 cents when I quit in 1960. No overtime, always straight time, we weren't unionized. Only overtime we got, if you wanted to unload apples at the wharf but not after 6:30 in the evening. If

you went over 6am you got 50cents and breakfast on the boat. These boats were the *Petaluma* and the *Gold*. We used to unload these barges, but you'd work on that when it wasn't the busy season. During apple season we were busy and had extra crews, but when not busy we did this to give, that had to do something to give us work.

Interviewer: "Did you have benefits if you got sick?"

"Yes, the Southern Pacific took over *(from the P&SR)* and we were under them, they took so much out of our wages for hospitalization".

Interviewer: "In 1924 you went to work on the juice line?"

"Yes, here in Petaluma, next to the steam line. We had no trouble with them just the Interchange. If they wanted to get into the _?__ building and had to come off our interchange they always let us know ahead of time and we'd keep it clear. We'd take the cars off and put them down on Copland Street, so they'd have a pier. The passenger cars were on it and had to cross over our line, cross Copland Street and lines in front of our depot—they always flagged us – we had no trouble."

"When we got the Union, we were a little crazy we didn't strike for more wages, we felt like it was a little home line outfit and we got along together, didn't have to work nights. Southern Pacific wanted me to go to work for then, but my "no, San Francisco no" I wanted to be home with my wife and kids."

"We saw there was an opening for me to go there so I started in 1924. I started as a flagman for a pile driver for the bridges they were building then, then into the shop, then brakeman, then motorman until 1940, then conductor until 1960"

"We had little trouble in Santa Rosa on 4th Street. It wasn't wide enough and the way they parked their cars--#61, 63 and 65 had steps on both ends and they protruded out on the side of the car – seems someone always getting too close and we was always clipping the cars, breaking edges."

"Shift was 8-10 hours. Start in Sebastopol to Santa Rosa, Santa Rosa to Forestville to Sebastopol go to Santa Rosa and Petaluma and back to Sebastopol. We had three shifts, three crews until 1924-1925 until they

stopped going to Two Rock. Had four crews then. Petaluma to Two Rock, Petaluma to Santa Rosa, Forestville and back."

" In 1925 Nov 11, used to have an Armistice Parade in Santa Rosa. I got called and started out of Petaluma, got out to Liberty station around the curve there was a grove, you couldn't see through it. The freight crew, Bill Parks, Herb Bale and Jacko Williams were in the crew. They had been called to take up tank cars of oil up to Sebastopol to the dryers there. They were coming back, and they had two or three cars. They knew I had been called but figured it being my first run I'd be late, but I was one and half minutes ahead of time. When I got up by the curve here, they come towards me. My hair stood on end, I threw into reverse, my conductor was there, and he told the passengers that the work crew forgot about us. They went back to Stoney Point and we followed them. We never did report it, we should have but they would have lost their jobs and we were more like a family and we didn't want to cause trouble, so my conductor and I decided we wouldn't say anything.

Interviewer: "Did you have train orders issued?"

Yes, not the passenger trains, they were on a schedule, but freight orders.

Interviewer: "What dispatcher ordered them, was he with the NWP or P&SR?"

In Sebastopol all orders came from him. He would send orders down at night. You'd go into the shop in the morning and get your sealed orders.

Interviewer: How many passenger trains between Petaluma and Santa Rosa?

Almost every hour in 1920 and before 1932, then every 2 hours. We carried lots of passengers. Never any freight cars with passenger trains except there was an express car in Sebastopol and once a day they would hook up to that express car (was a mail car) to Santa Rosa and back but just once a day.

In '28 and '29 there were two open air cars in Petaluma, took Boy6 Scouts on special outings. We would drag one behind us as they weren't motorized.

Didn't have any other equipment than box cars and two cabooses.

Interviewer: What color was on the caboose? The steps?

A dull red, the steps were white – a dull gray, hand grabs were just iron but smooth.

Interviewer: Anything you miss on the railroad?

Well sometimes when I hear the whistles going or I look at some modern magazine, I want to take a ride. It's something in your blood, never lose it, it's a bug. Like I started shoveling cinders for 10cents and hour, wiping up the shop, working cars, learning about air, went to school about air brakes on the Canadian Pacific Railroad. Come over here got working on the railroad then the electric got to be brakeman, motorman on the passenger, engineer and conductor. It's a bug in your blood you never get over it. They say old hog heads (railroad engineers) never die they just fade away. Guess they mean you never lose that thrill you feel with a full tonnage behind you going up a hill you fell the poser and you listen for the least slip of a wheel, every little sand. You look back and see the train coming behind you, you never lose that as long as you live—same with the conductor, you're on the back end, you look and see the train ahead of you.

End of interview